

Regional Transit Security Strategy

I. BACKGROUND

A. Introduction

Describe the regional transit infrastructure. Include a description of the nature of the operations of each of the individual transit systems that operate in the region (e.g. quasi-government entity, private, for-profit, etc.) to include the governing structure and financing. Also include a description of any interfaces (such as common infrastructure) between systems in the region.

B. Vision

What will success look like? Describe the most desirable state of preparedness for the transit sector in the region.

C. Focus

Succinctly describe how the regional transit sector intends to achieve its vision based on the Regional Transit Security Strategy (RTSS).

D. Preparedness Strategy Summary

Describe the regional strategy for the prevention, detection of, response to, and recovery from an IED attack, as well as chemical, biological, radiological, and nuclear incidents within the transit sector. Prevention activities may include information fusion capabilities, critical infrastructure hardening, and interdiction of potential threat elements. Detection activities may include canine units, sensors, etc. Response activities may include a regional response approach and mutual aid agreements.

Describe any supporting response agreements, and discuss the region's future plans/initiatives for mutual aid relative to the transit sector.

Provide a brief overview of recovery and restoration tasks such as fatality management associated with an incident.

E. Coordination

1. Strategy Development Coordination Efforts

Describe coordination between the required members of the RTSWG for the purposes of completing the RTSS. Also address coordination with any other transit systems in the region, mutual aid partners, other jurisdictions outside the defined urban area(s) and the Metropolitan Planning Organization (MPO). (Federal highway and transit statutes require, as a condition for spending federal highway or transit funds, the designation of MPOs that have the responsibility for planning, programming, and coordination of federal highway and transit investments.) Attention should focus on the regional coordination aspect of the development and implementation of the RTSS. For those systems that share infrastructure, any planning coordination and leveraging of resources for security purposes should also be described.

2. Current Capabilities and Planning Related Coordination Efforts among the Urban Area and Mass Transit Systems

What current capabilities and plans do the UASI working group members and the mass transit systems have in the areas of joint operations, communications, training, and exercises? Describe in detail the current systems (IT and otherwise), used to communicate information among the UASI working group members and the mass transit systems in the region, as well as with the transit systems ridership. The RTSS should provide a framework for integrating such communications systems between and among the UASI working group members and the mass transit systems.

Describe in detail current joint operations conducted by the UASI working group members and the mass transit systems and how the RTSS will be used for future joint operations among the UASI working group members and the mass transit systems. The RTSS should provide a framework for integrating such operations between and among the UASI working group members and the mass transit systems.

Describe in detail current joint planning, training, and exercise capabilities in the areas of terrorism prevention, detection, response, and recovery conducted by the UASI working group members and the mass transit systems. The RTSS should provide a framework for integrating such planning, training and exercise between and among the UASI working group members and the mass transit systems.

3. Funding Coordination Efforts

What other sources of funding are being leveraged within the region to address security priorities? Of the transit systems eligible to receive FY 2005 TSGP funds, identify those that have waived the 1 percent set-aside for security projects associated with the conventional Department of Transportation public transit grants and describe the reason the set-aside was waived.

II. RISK PROFILE

A. Demographics

Describe the demographics of the regional transit sector. At a minimum, this description must include the issues listed below.

1. Annual ridership (unlinked trips)
2. Infrastructure, including stations, track miles, etc.
3. Climate conditions
4. Any other special considerations

B. Threats and Critical Assets

Relay results from the transit system risk assessments and include the issues listed below.

1. Potential threats
2. History of past acts of terrorism committed within the region
3. Potential critical targets for acts of terrorism

III. CAPABILITIES AND NEEDS

A. Plans

Do the participating transit systems have risk-based Security and Emergency Preparedness Plans (SEPPs) in place? If not, when will these plans be in place?

How are these plans being adjusted to address the requirements of HSPD-5 relative to adoption of NIMS and the ICS?

How are these plans being adjusted to address the requirements of HSPD-8?

Do these plans include citizen involvement?

B. Organization

What types of response teams are available within the region? Describe whether the teams are owned by the transit system, provided through written mutual aid agreements, or available through another source.

Is the entire transit infrastructure covered by these response teams? Do the teams respond to incidents anywhere in the transit infrastructure or do they respond only to those incidents in the transit infrastructure that are located within their particular jurisdiction? For example, if transit infrastructure is located in two states, do the response teams respond to incidents regardless of where the incident occurred?

What is the regional transit sector's plan to address areas that lack an adequate response capability and are not covered through memoranda of agreement/mutual aid agreements with law enforcement, fire, and other response organizations?

What are the capabilities (both transit system-specific and UASI-wide) to collect, analyze, and disseminate intelligence and law enforcement investigative information on potential threats to the mass transit systems in the region?

What systems, protocols, and procedures are used (include systems such as IT, communications, detection, GIS, ventilation, etc.)?

Describe in detail the level of integration between all the UASI working groups and the mass transit systems and other law enforcement and first responder agencies in the region.

What additional capabilities are required?

C. Equipment

What equipment is needed for optimum IED, chemical, biological, radiological, and nuclear incident prevention, detection, and response within the transit sector?

What is the strategy for satisfying equipment requirements and enhancing response efforts?

What is being done / what needs to be done to address communications interoperability?

D. Training

Who needs training (first responders, front line employees, others)?

At what level do they require training (Awareness, Performance Defensive, Performance Offensive, Planning/Management)?

What is the plan for sustaining desired competency levels?

E. Exercises

What is the plan for improving response capabilities through exercises?

What types of exercises are needed (such as seminars, workshops, tabletop exercises, games, drills, functional exercises, and full-scale exercises)?

How many exercises are needed per year?

What agencies would participate?

IV. GOALS AND OBJECTIVES

At least one broad-based goal for each of the following must be identified:

- Prevention;
- Detection;
- Response; and,
- Recovery.

The goals should be targets that the region wants to achieve regarding improved levels of capability, with special attention paid to the prevention, detection of, response to, and recovery from incident involving IEDs, as well as chemical, biological, radiological, and/or nuclear hazards. The goals should identify how the transit sector intends to address the critical issues identified, and should be designed to drive actions.

Each goal's objectives must address the following solution areas:

- Planning within the regional transit sector;
- Organization (to include intelligence and information sharing) within the regional transit sector;
- Equipment within the regional transit sector;
- Training within the regional transit sector; and,
- Exercises within the regional transit sector.

Objectives should be specific statements of desired achievement that support the goal, measurable, achievable, results-oriented, and time-limited. Each objective should include specific implementation steps.

V. PRIORITIZATION OF GOALS AND OBJECTIVES

Goals and objectives should be prioritized according to greatest need, as this will assist in making funding allocation decisions. Highest priority must be given to IED incident prevention, detection, and response capabilities followed by chemical, biological, radiological, and nuclear incident prevention, detection, and response capabilities.

VI. EVALUATION PLAN

The RTSS should be considered a living document and should be monitored for progress and updated as appropriate. Therefore, the applicable SAA(s) must ensure that a system is in place to monitor progress, compile key management information, track trends, and keep the strategy on track. An evaluation plan that describes the methods the regional transit sector has or will establish to evaluate the impact of the plan on asset protection and response capabilities, as well as a timeframe and process for conducting formal reviews, must also be included.